

25X1

CLASSIFICATION <u>SECRET</u>		
COUNTRY <u>East Germany</u>	REPORT NO. <u></u>	
TOPIC <u>Grossenhain Airfield</u>		
EVALUATION <u></u>	PLACE OBTAINED <u></u>	
DATE OF CONTENT <u></u>		
DATE OBTAINED <u></u>	DATE PREPARED <u>20 September 1955</u>	
REFERENCES <u></u>		
PAGES <u>3</u>	ENCLOSURES (NO. & TYPE) <u>One sketch</u>	
REMARKS <u></u>		
This is UNEVALUATED Information		

25X1

1. The following air activity and aircraft were observed at Grossenhain airfield between 8 and 19 July 1955:

8 July. At 1315, one Po-2 circled over the airfield area at a low altitude and then departed in a southwesterly direction.

9 July. At 1400, one Po-2 landed at the field and took off at 1600 heading toward a southwesterly direction.

10 July. It was learned that three helicopters had landed at the field at noon and departed at 1600. These helicopters allegedly were transporting members of a commission from Schoenefeld airfield to Grossenhain. This commission inspected the construction work at Grossenhain.

13 July. At 1100, one Po-2 was observed in the vicinity of the airfield.

14 July. At 1800, a formation of three twin-engine low-wing aircraft was seen. These planes were not observed landing.

15 and 16 July. There was no air activity.

15 July. Twelve Po-2s were parked in the south-eastern corner of the taxiway and three twin-engine low-wing aircraft and three type 36 helicopters were seen about 20 meters north of the Po-2s.

17 July. At about 0900, one twin-engine low-wing aircraft and 8 Po-2s made local flights and then headed toward the southwest. At 1100, three twin-engine low-wing aircraft and one type 36 helicopter practiced local flying.

19 July. No aircraft was observed at the taxiway. It is believed that the aircraft observed on 15 July, were only temporarily stationed at the field for maneuver purposes.¹

2. A token radar located on the Spittelberg Hill was the only radar installation seen in the airfield area. This set has been previously seen and there did not appear to be any changes at this installation.

3. On 1 and 19 July, it was observed that about 6 to 8 men each were involved in aiming practices with two AA guns at the AA gun emplacement. The other AA guns were covered with tarpaulins.

4. On 10 July, a total of 15 men wearing black-bordered blue epaulets, including some with air force insignia, was observed in the vicinity of the rain guard. The airfield was not fully occupied. Personnel wearing black-bordered blue epaulets and red-bordered black epaulets with artillery and tank insignia

FLASH

CLASSIFICATION SECRET

SECRET

25X1

- 2 -

respectively were observed, but the majority of the soldiers wore black-bordered blue epaulets. In addition to soldiers, civilian workers of the Bau-Union and convicts, some of which had come from Bautzen, Waldheim, and the Grossenhain airfield, were observed. The civilians and convicts were employed on construction work.³

5. Construction work was done daily during the period between 24 June and 2 July. About two trains consisting of 15 to 20 railroad cars loaded with gravel, ballast and sand moved to the construction site. Convicts were mainly utilized in unloading procedures. The entire runway was torn up. In addition to other construction material, stanchions were unloaded in an area north of the runway. As of 2 July, the storage point of these stanchions covered an area about 200 meters long. It was observed on 2 July, that 25 to 30 convicts loaded planks on a train which was dispatched to Cottbus railroad station. The two conveyer belts in the southern portion of the field were not in operation on 1 July. Several large earth mounds were observed to the north and south of the construction site. Judging by the size of these mounds, the excavations must have been of considerable size. Between 4 and 10 July, construction work had progressed only slightly. It was noted that the northern section of the main runway was torn up from the intersection of the two runways to the western end of the runway. The apron in front of the hangar with the cupola and the connection lane to the southern end of the north-south runway were also torn up. No progress was seen in the construction work in the area south of the eastern half of the main runway. Since only the upper parts of the conveyer belts, which were employed there, could be observed, it appeared as if the excavation work was being done at a considerable depth. Along the southern edge of the main runway were mounds of earth that began at the intersection of the two runways and extended about one third the length of the eastern section of the main runway. See annex for detailed sketch. On 8 July, 6 boxcars with undetermined loads, 3 railroad cars loaded with lime, 8 cars loaded with sand or gravel, and 1 car loaded with coal arrived at the airfield. On 9 July, 2 boxcars with undetermined loads, 1 car with lime, and 5 cars with sand or gravel arrived at the depot for construction materials. On 8 and 9 July, two empty trains consisting of 20 cars and 12 cars respectively were transferred to the railroad station. Four wooden silos for the storage of sand and gravel were erected at the main depot for construction material in the northwestern portion of the airfield. These silos were about 10 meters high. Two large cranes were in operation and four concrete mixers were observed there. It was learned that the Bau-Union had received electrical installations valued at 40,000 DME for the Grossenhain construction project. On 13 July, one empty train consisting of 6 cars loaded with sand, 2 cars loaded with lime, 1 car loaded with ballast, 1 car loaded with planks, and 1 boxcar with an undetermined load arrived at the construction site. It was learned that work was being done by civilian workers on two shifts; 2000 to 0400 and 0400 to 1300 respectively. Convicts were employed on the other shift; 1300 to 2000.⁴

1. Comment. Grossenhain airfield was evacuated in early May 1955. It appears as though the airfield was temporarily occupied by army liaison type aircraft during maneuvers in mid-July. 25X1
2. Comment. The dismantling of radio and radar installations is usual in connection with transfer measures. The broken radar set on the Spittelberg Hill may be an indication of a planned retransfer of fighter units to Grossenhain airfield after completion of construction work. 25X1

SECRET

SECRET



25X1

-- 3 --

3. Comment. Red-bordered black epaulets with tank insignia can also be worn by motorized AAA personnel. 25X1
4. Comment. Construction work on the main runway of Grossenhain airfield is continuing. Work on the apron in front of the hangar with the cupola is reported for the first time. For detailed sketch, see Annex. 25X1

SECRET

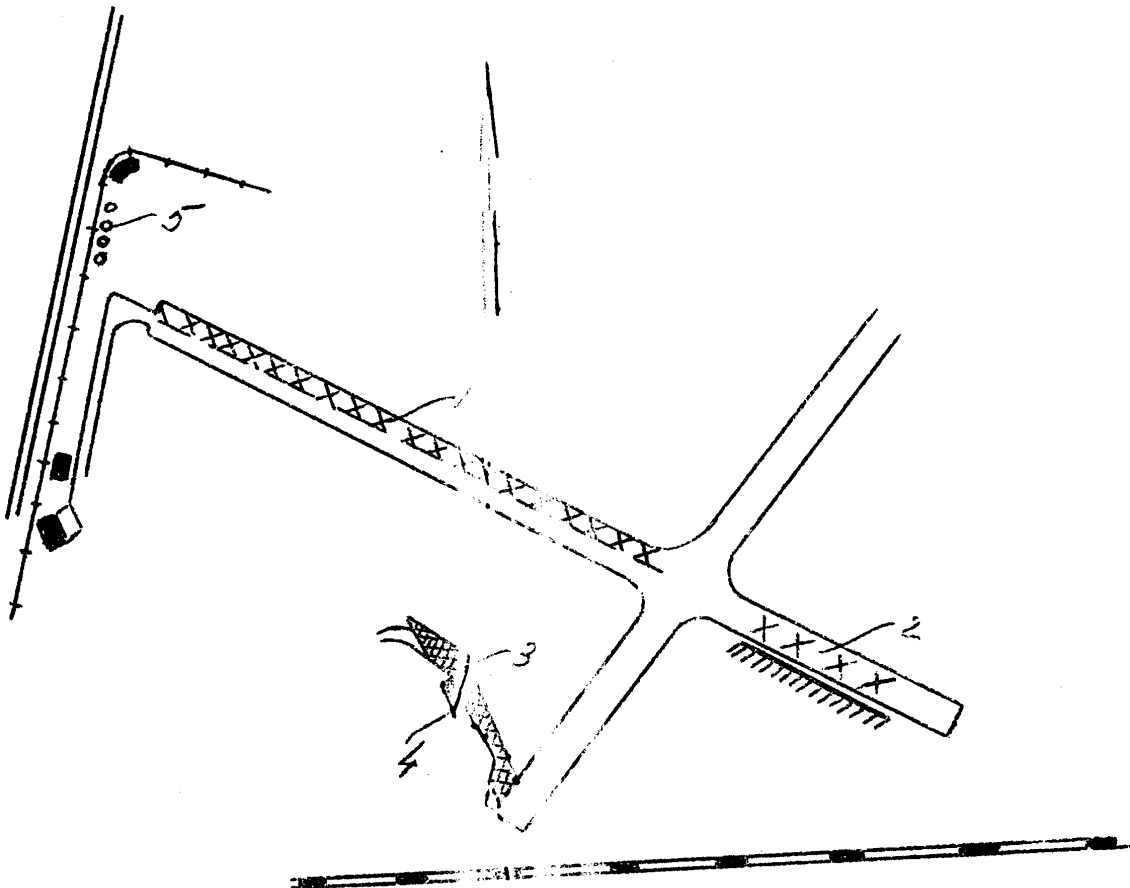
SECRET

25X1

Annex to

25X1

Grossenhayn Airfield



Legend

- 1. Torn-up runway section
- 2. Excavation and earth dumps
- 3. Torn-up apron
- 4. Hangar with cupola
- 5. Four silos

SECRET